

Monday, Nov 26th

**Good Trip.**

Sch. Titania, Capt. Thomas Somers, arrived from Western Bank this morning with a fine fare of 115,000 pounds of fish, mostly fresh cod.

**Halibut Sale.**

The fare of sch. Deadnaught was sold to the New England Fish Co., and Gardner & Parsons at 12 cents per pound for white and 9 cents for gray.

**New Vessels.**

D. B. Smith & Co. have purchased of A. D. Story a new schooner now building at his Essex yard, off the sch. Lucinda I. Lowell model.

Capt. Joseph Perry of the lost schooner Mary P. Mosquito has contracted with A. D. Story of Essex for a new 80-ton schooner off the sch. Wm. A. Morse model.

**First Away.**

Sch. Bessie M. Devine, Capt. Archie Devine, has sailed for Newfoundland for a cargo of frozen herring, bring the first of the natural frost fleet to get away.

**Good Trips.**

Sch. Hattie E. Heckman, Capt. Malone, has 90,000 pounds of fresh fish and sch. Arbutus, Capt. Rufus McKay, has 95,000 pounds, mostly salt cod.

Tuesday, Nov 27th

**DAILY TIMES FISH BUREAU.**

**To-day's Arrivals and Receipts.**

Sch. Horace B. Parker, South Channel, 5000 lbs. fresh cod, 4000 lbs. haddock, 10,000 lbs. hake.

Sch. Fernwood, Quero Bank, 30,000 lbs. cod.

Sch. Annie Wesley, deck hand lining, Quero Bank, 9000 lbs. cod.

Sch. George E. Lane, Jr., Georges, 40,000 lbs. cod.

Sch. Hattie L. Trask, Georges, 45,000 lbs. cod.

Sch. Valkyrie, Bay of Islands, N. F., 1500 bbls. salt herring.

Sch. Amos Cutter, shore.

Sch. Fitz A. Oakes, shore.

Sch. Wm. H. Moody, Western Bank, 40,000 lbs. salt cod, 10,000 lbs. fresh cod, 1000 lbs. halibut.

**To-day's Market.**

Board of Trade prices: large handline Georges cod, \$3 3-4 per cwt., medium do., \$2 1-2; large trawl Georges, \$3 1-2, medium do., \$2 3-8; handline cod from deck caught east of Cape Sable, \$3 1-2; medium do., \$2 3-8; large trawl bank cod, \$2.75; medium do., \$2.25 large dory handline cod, \$2 7-8, medium do., \$2 3-8.

Splitting prices, large cod, \$2.00; medium do., \$1.25; snapper do., 40 cts.; cusk, \$1.15; snapper do., 40 cts.; haddock, 75 cts.; hake, 95 cts.; pollock, 60 cts.

Rips cod, \$3.75 per cwt. for large, \$2.50 for medium and \$1.50 for snappers.

Outside sales dory handline cod, \$3.00 per cwt. for large and \$2.50 for medium.

Outside sale of Georges cod, \$4 1-8 per hundred weight for large and \$2.62 for medium.

Outside sales of bank cod, \$3.70 per cwt. for large and \$2.85 per cwt. for mediums.

Outside sale of Rips cod, \$4.25 per cwt for large and \$2.80 for medium.

Bank halibut, 12 cts per lb. for white and 9 cts. for gray.

Salt mackerel, \$14.75 and \$15 per bbl.

Fresh pollock, 65 cts. per cwt.

Salt herring in bulk, \$3.00 per bbl.

Haddock \$6, large cod \$4, market cod \$3.25, hake \$1.50.

**Boston.**

Nov. 27—Ar., sch. Grace Otis, 2000 haddock, 1600 cod, 8000 hake.

Sch. Alphaena, 7000 haddock, 1000 cod.

Sch. Elsie F. Smith, 2000 haddock, 2000 cod, 5000 hake.

Sch. Eliza H. Parkhurst, 7000 haddock, 28,000 cod.

Sch. Effie M. Morrissey, 4000 haddock, 3000 cod, 15,000 hake, 4000 cusk.

Sch. Rob Roy, 2000 haddock, 3500 cod, 15,000 hake, 3000 cusk.

Haddock \$3 to \$4, large cod \$3, small cod \$2.50, hake \$1.25.

**Fishing Fleet Movements.**

Sch. Harvard has fitted for a Newfoundland salt herring trip.

Sch. Dreadnaught will fit for a Newfoundland frozen herring trip under command of Capt. Joseph Cusick.

Sch. Alva of this port cleared from Halifax on Monday for Quero Bank.

Sch. F. W. Homans of this port was at Port Mulgrave, N. S., on Thursday.

**THE** local vessel owners are waking to the reality that others have

been getting most of the profits of the Newfoundland frozen herring industry and that it is time that something should be done for home protection, is evidenced by the recent meeting of those having vessels in this branch of the fishery and their consultations with the Boston dealers in regard to the matter.

The situation in the past has simply been this: The fleet is composed of nearly all Gloucester vessels. Gloucester owners pay the whole expenses of these Newfoundland trips, which are considerable. The first few vessels home generally sell their cargoes to Boston at a fancy price and make big stocks. A few others of the fleet go to New York and Philadelphia. If a vessel strikes either of these ports alone, she generally makes a good paying voyage, but if three or four or more are taking out at once, small profits or a loss is liable to result.

But the greater portion of the fleet must discharge here or at Boston. The first few fares that go to the latter place, as before stated, bring good prices, but the remainder, many of which are bought by the Boston herring combine, to arrive, are secured at figures which often leave the balance on the wrong side of the vessel's ledger. At all events, the average profit of frozen herring cargoes sold to Boston is very, very small.

Then again there is another bad phase of the situation. Boston, having bought up all the cargoes to arrive that she wants, will only open one or two vessels at one time. In the meantime the trips they have bought ahead have arrived, and with canvas covered hatches, patiently await "their turn" while their herring are getting soft and soft herring don't go in Boston or anywhere else. But the Boston combine has attained its object. It has cargoes enough to control the market. It can sell for bait cheaper than Gloucester and can ship to New York and Philadelphia and put herring on the market there as cheap if not cheaper than the Gloucester vessels

there are selling for. Then comes the cutting and slashing.

Meantime right at home, our own vessels are oftentimes obliged to pay more for their bait out of vessels right in the harbor than the Boston dealers charge the haddockers at T dock, and at the same time the vessels opening here to sell for bait are lucky to come out square, while the Boston combine is making money at the same game.

This in brief, is the situation as it has existed for many years, and which it is hoped to remedy this season.

The Newfoundland frozen herring business has never been conducted with any degree of concerted action, while on every hand it is agreed that by simply "pulling together," it can be made one of the most profitable branches of the fishing industry for the producers—the owners of the vessels and cargoes. A sturdy effort is being made to remedy the matter. Wise men are in charge. They will no doubt work for the interest of all, to the end that the frozen herring business may be put on a

sound, staple basis, not only for this year but for years to come.

Any effort such as this for the good of Gloucester, her merchants and her fisheries should receive the support of all. Calamity howlers and perpetual fault finders, as well as those who never did or never can see any good in anything proposed for the benefit of Gloucester vessel owners or merchants, are expected to try to discourage the attempt which our people are making to handle and control that which is their own, but the great majority of thinking people wish them success in any plan of action which will be to their benefit and indirectly to the benefit of the whole city.

**BIG CODFISH TRIPS.**

**Second Largest Fare of the Season Landed at Bucksport.**

Sch. Annie Wesley, Capt. Augustus Peterson, arrived from a deck handline trip with a fine fare of 90,000 pounds of salt cod.

Sch. Fernwood, Capt. Charles Forbes, arrived this morning from her second bank trip with a fine fare of 300,000 pounds of salt cod. Capt. Forbes generally brings a big fare.

Sch. Edith McIntyre, Capt. J. A. Matheson, arrived at Boothbay Harbor, Monday, from Grand Bank with 450,000 pounds of dory handline salt cod. This is the second largest salt cod fare of the season.

**Among the Top Notchers..**

Among the vessels in the mackerel seining fleet which made a stock of over \$20,000 the past season was sch. George F. Edmunds, Capt. Joseph Graham. Capt. Graham is a hustler and generally well up with the leaders.

**To Ship Fishermen.**

E. E. Saunders of Pensacola, Florida, will be here next Friday to ship fishermen for snapper fishing. He will make his headquarters at the Mason House.

**Salt Herring Sale.**

The fare of salt herring of sch. Valkyrie, sold to the Gloucester Mackerel Co. at \$3.75 per hundred weight.